

Message Text

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ACTION SS-25

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C O N F I D E N T I A L LISBON 5142

EXDIS

DEPARTMENT PLEASE PASS:CINCEUR VAIHINGEN, DIA WASHDC, CINCUSAFE
RAMSTEIN, CSAF WASHDC.
MILITARY ADDEES TREAT AS SPECAT EXCLUSIVE.

EO 11652: GDS
TAGS:
.8)8, PO, GW
SUBJ: PAF UNHAPPINESS WITH GERMAN G-91 AIRCRAFT

REF: BONN 12779

SUMMARY: PROTUGUESE AIR FORCE (PAF) IS PRESSING GERMANS TO RESPOND
TO THE PROBLEM OF AMINTENANCE NEEDED BY G-91 AIRCRAFT RECENTLY
GIVEN TO PAF. IN PAF VIEW U.S. IS INVOLVED WHETHER WE WANT TO BE
OR NOT. END SUMMARY.

1. DEPUTY CHIEF OF AIR FORCE STAFF FOR LOGISTICS, BRIGADIER
JOSE LEMOS FERREIRA TALKED TO AAIRA JULY 29 REITERATING POINTS
MADE IN A LETTER TO THE PRESIDENT OF THE WEST GERMAN DELEGATION
IN PORTUGAL. A COPY OF THE LETTER WAS FURNISHED TO THE DATT
ON 28 JULY 1976. ESSENTIALLY, THE LETTER STATES THE FOURTEEN
FIAT G-91 R-3 AIRCRAFT GIVEN TO THE PORTUGUESE AIR FORCE (PAF)
AT BEJA AIR BASE ON 15 JULY 1976 WERE UNUSABLE. ACCORDING TO
THE PAF THE 14 AIRCRAFT ARE IN THE FOLLOWING STATE OF AIRWORTH-
INESS:

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A. ONE AIRCRAFT WITH IRAN WORK DUE IN APRIL 1974, OVER TWO YEARS AGO.

B. FIVE AIRCRAFT AWAITING IRAN SINCE MID-1975, ONE YEAR AGO.

C. THREE AIRCRAFT WITH IRAN DUE AT THIS TIME (JULY/AUGUST 1976).

D. TWO AIRCRAFT WITH IRAN PROGRAMMED FOR LATE 1976.

E. THREE AIRCRAFT WITH IRAN PROGRAMMED FOR JUNE 1977.

MANUFACTURER SPECIFIES IRAN WORK AFTER EVERY 800 HOURS OF FLYING TIME OR EVERY 36 MONTHS. THE PAF CONCLUDES NINE AIRCRAFT ARE IN NON-OPERATIONAL STATUS AND WITHOUT POSSIBILITY OF UTILIZATION AND FIVE AIRCRAFT HAVE A POTENTIAL UTILIZATION OF AROUND FIVE MONTHS.

2. BRIGADIER LEMOS FERREIRA TOLD AAIRA THAT THE GERMAN DEFENSE ATTACHE IN LISBON HAD BEEN GIVEN A COPY OF THE LETTER DESTINED FOR THE WEST GERMAN DELEGATION PRESIDENT. LEMOS FERREIRA REPEATED THAT THE AGREEMENT ON THE 14 FIAT G-91 R03 REQUIRED THE DELIVERY OF OPERATIONAL AIRCRAFT, THE SAME AS THE PREVIOUS AGREEMENT CONCERNING SIX FIAT G-91 T-3 AIRCRAFT. HE SHOWED AAIRA THE AGREEMENT DOCUMENTS POINTING OUT THE SIMILAR LANGUAGE OF THE TWO. EACH AGREEMENT SPECIFIED "OPERATIONAL AIRCRAFT". LEMOS FERREIRA REPEATED HIS REASON FOR HAVING GONE TO THE DATT WITH HIS PROBLEM FIRST. HIS REASONS WERE THAT THE PAF CHIEF OF STAFF WAS ABROAD, THE GERMAN DEFENSE ATTACHE WAS IN MADEIRA, AND BOTH THE GERMAN DELEGATION CHIEF AND HIS ASSISTANT WERE OUT OF TOWN. FEELING THAT U.S./NATO WOULD BE INVOLVED WITH THE PORTUGUESE PROBLEM BY EXTENSION, LEMOS FERREIRA FELT WE SHOULD KNOW BEFORE THE STORY HIT THE NEWSPAPERS. (SAME POINTS WERE MADE IN LETTER TO GERMAN DELEGATION PRESIDENT.) THIS HE SAID WAS BOUND TO HAPPEN SOON BECAUSE THE MECHANICS AND PILOTS AT MONTIJO AIR BASE WHERE THE G-91'S ARE STATIONED KNEW OF THE DEPLORABLE STATE OF THE AIRCRAFT. HE SAID HE HAD NO MEANS AT HIS DISPOSAL TO PREVENT THE NEWS FROM SPREADING THROUGH THE MEDIA. HE FELT THAT HE AND THE PAF HIERARCHY ARE IN A CERTAIN JEOPARDY BECAUSE THE CAPTAIN AND MAJOR PILOTS AT THE BASES, WHO ALREADY HAVE DOUBTS AS TO THE COMPETENCE OF HEADQUARTERS ELEMENTS, WOULD NOW SERIOUSLY QUESTION

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THE COMPETENCE OF THEIR GENERALS.

COMMENT: AAIRA SHOWED MAAG AIR FORCE SECTION CHIEF, AN AIRCRAFT MAINTENANCE OFFICER, THE DATA FURNISHED BY LEMOS FERREIRA. HE AGREES, THE AIRCRAFT ARE IN NO CONDITION TO FLY. PAF DOES NOT HAVE R-3 PARTS, WHICH WOULD TAKE A YEAR TO PROGRAM. ALVERCA LABOR COSTA APPROXIMATELY 6-8 DOLLARS PER MAN HOUR. IT WOULD TAKE ABOUT 5,000 MAN HOURS TO PERFORM THE NEEDED IRAN ON EACH AIRCRAFT.

IN ASSESSING THE AIRCRAFT HE SAID THEY APPEARED TO BE PRACTICALLY
NEW WITH RESPECT TO TOTAL FLYING HOURS, BUT IRAN WORK IS NEEDED
DUE TO CALENDAR TIME. IT IS APPARENT THE FIATS HAVE BEEN IN
STORAGE A LONG TIME AND AS A RESULT THE AIRCRAFT COULD BE IN
BAD SHAPE. DATT AND AAIRA'S ASSESSMENT CONTINUES TO BE THAT
THE AIRCRAFT ARE NOT OPERATIONALLY READY AND THE PAF DOES
NOT HAVE THE CAPABILITY TO CORRECT THE SITUATION. GERMAN DEFENSE
ATTACHE STATED TODAY THAT GERMAN DEFENSE STAFF WAS MEETING THIS
MORNING TO DISCUSS THE MATTER.
CARLUCCI

NOTE BY OC/T: NOT PASSED ABOVE ADDRESSEES.

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